



## **Request for City Council Committee Action From the Department of Public Works**

**Date:** April 22, 2003  
**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee  
**Subject:** **Directing the City Engineer to proceed with a formal request for a variance from State Aid for a horizontal curve on Richfield Road at the intersection of W. 39<sup>th</sup> Street. (please see attachment)**

**Recommendation:**

Adopt a resolution directing the City Engineer to proceed with a formal request for a variance from State Aid for a horizontal curve on Richfield Road at the intersection of W. 39<sup>th</sup> Street.

**Previous Directives:**

- Resolution 2001R-371 Committee recommends that the proper City officers be authorized to submit a series of applications for federal Transportation Equity Action for the 21<sup>st</sup> Century (TEA-21) funds passed through the state for the projects as listed below in the amounts indicated, and that local funds be committed per federal requirement to support the approved TEA-21 projects.
- Resolution 2002R-476 adopting the 2003-2007 Five Year Capital Program.
- Resolution 2003R-123 Approval of layout #1, passage and summary publication of resolution for acceptance of Park Board consent to build a public street on Park Board property, and authorize staff to negotiate with private property owners to acquire easements if necessary.

**Prepared by:** Meseret Wolana, Engineering Services, 673-3527

**Approved by:** Klara A. Fabry, Director of Public Works

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Paul Ogren, P.E., Director, Engineering Services

**Presenters:** Meseret Wolana, Graduate Engineer

**Financial Impact** (Check those that apply)

- ☒ No financial impact - or - Action is within current department budget.  
(If checked, go directly to Background/Supporting Information)
- ☐ Action requires an appropriation increase to the Capital Budget
- ☐ Action requires an appropriation increase to the Operating Budget
- ☐ Action provides increased revenue for appropriation increase
- ☐ Action requires use of contingency or reserves
- ☐ Other financial impact (Explain):
- ☐ Request provided to the Budget Office when provided to the Committee Coordinator

**Background/Supporting Information:**

Project/Scope

- Richfield Road is a Municipal State Aid (MSA 201) Route designated in 1994 as part of a jurisdiction roadway exchange with Hennepin County. Previous to this exchange, this roadway was a parkway and a County State Aid Highway. Because this roadway was under

numerous agencies' jurisdiction that often lacked maintenance funds, it was not maintained. The winter of 1996-1997 was severe and caused significant breakup of the Richfield Road/East Lake Calhoun Boulevard from William Berry Parkway to W. 36<sup>th</sup> Street. Public Works (Street Maintenance) have received many requests from citizens to repair this roadway. In addition, the Minneapolis Park Board has requested that the Department of Public Works repair this segment of roadway because it forms an integral link in their Park system of roads. The existing roadway carries two traffic lanes with one lane (16 ft) each direction and no parking lanes. The segment is 0.58 miles with existing ADT of 12,100 and a future ADT estimated at 13,370.

The roadway was last constructed in 1962. The curb and gutter is either broken or non-existing. The roadway itself has many potholes and cracks and storm drain is undersized. It is essential to construct this roadway because it is a highly traveled commuter route and an important link from the Chain of Lakes to downtown Minneapolis.

- This project requires a variance from State Aid for a horizontal curve on Richfield Road at the intersection of W. 39<sup>th</sup> Street. State Aid Rule 8820.9936 requires a design speed of 30 mph. One of the requirements of the State Variance process is to develop options.
- Four different options have been explored, considering safety and cost (please see attached).

Options A and D do not meet the 30 mph design speed criteria, and would require a variance from State Aid Rules.

Option D is the preferred option. This option delivers a design speed of 26 mph with a minimum private land purchase. The estimated cost associated with this option is \$21,443.

In the previous directive (Resolution 2003R-123) the Council approved authorizing staff to negotiate with private property owners to acquire easements if necessary.

Option A is to design within the existing right-of-way and alignment. This option would not require additional cost, but it does not improve safety. The design speed of this option is 23 mph with a radius of 120 ft.

Options B and C meet the 30 mph design speed criteria, and would not require a variance from State Aid Rules.

Option B, the right-of-way extends in to Park Board property (11,000 sq. ft.), and would require an extensive additional work of roadway excavation, utility relocation, a retaining wall and removal of mature trees. The estimated cost associated with this option is \$472,994.

Option C, the right-of-way extends to the adjacent property (720 sq. ft.), and would require a purchase of a large portion of land, utility relocation and may affect a garage and potential private property accessibility. The estimated cost associated with this option is \$198,328.

Attachment 1 - Map Richfield Road

Attachment 2 - Map Option A

Attachment 3 - Map Option B

Attachment 3 - Map Option C

Attachment 5 - Map Option D

Attachment 6 - Estimated Expenditures for A through D Options

C: Council Member Barret Lane, Ward 13  
Council Member Dan Niziolek, Ward 10

# RICHFIELD ROAD PROJECT

## Estimated Expenditures for A - D Options

	OPTIONS	ROADWAY	PROPERTY	RETAINING WALL	SEWER	WATER	TRAFFIC	TOTAL COST
*	Option "A"	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>
	Option "B"	\$144,765.07	\$167,500	\$107,000	\$27,161.50	\$25,067.42	\$1,500.00	<b>\$472,993.99</b>
	Option "C"	\$16,401.51	\$168,227	\$0.00	\$0.00	\$12,200.00	\$1,500.00	<b>\$198,328.51</b>
**	Option "D"	\$4,368.00	\$3,375.00	\$0.00	\$0.00	\$12,200	\$1,500.00	<b>\$21,443.00</b>

\* OPTION "A" THERE IS NO ANTICIPATED INCREASE, REQUIRES A VARIANCE

\*\* OPTION "D" PREFERRED, IMPROVES SAFETY and REQUIRES A VARIANCE